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NM 19.5 OPT Instructions

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Document Control

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Approval Table

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1.000	NM SAT initial review NTS and PUI review	NM SAT Team NTS/TEX, PUI	03/09/2015	Incorporated
1.100	OPT end date modified	PUI	01/10/2015	Incorporated

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1 Introduction

- (1) This Test Plan defines the purpose, scope, procedures and schedule of activities for the Operational Testing (OPT) of new software release of NM 19.5.
- (2) The intended audience of this Test Plan is all EUR region States, Aircraft Operators and all other ANSPs, Regions and Organisations.
- (3) The testing activities described in this document are intended to address the software changes introduced within the NM19.5 release.
- (4) This document describes only the testing activities involving external participation where stakeholders are encouraged to participate. It does not include the various NM internal testing activities i.e. Acceptance Testing, Regression Testing and Integration Testing.
- (5) The Operational Testing described in this document will permit participants to evaluate the impact of the modifications on their procedures and systems.
- (6) The content for NM19.5 can be found in the NM Release notes which are published on the Eurocontrol website:
- (7) <http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/release-deployment/nm-release-notes-current.pdf>
- (8) OPT session will take place from the 14/09/2015 10:00 UTC to the ~~02/10/2015 15:00 UTC~~ 09/10/2015 15:00 UTC.

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2 Objectives

2.1 General Objectives

- (1) The overall objectives of NM19.5 OPT testing are to:
 - a) Demonstrate the new software functionality;
 - b) Enable the new functionality to be tested against client systems;
 - c) Enable knowledge to be gained of new procedures;
 - d) Enable familiarisation of client staff and NM staff with the new functionality.

2.2 Main Functional Objectives

- (1) Demonstrate the ability of IFPS to correctly validate messages against the new NM software updates.
- (2) Demonstrate the ability of flight plan originators to create / validate flight plan and associated messages.
- (3) Demonstrate the ability of ATC units to accept messages received from NM 19.5 software.

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3 New functionalities

- (1) This section lists new functionality included in the NM19.5 release for NM Systems that may be of interest to external users where they may feel the need to perform validation. For full scope of all functional requirements for each item impacting Externals, please consult the NM Release Notes.
- (2) Tests of these functionalities will be executed on the standalone SAT (System Acceptance Testing) test platform or during SAT/I (chain of NM systems). They will not be executed on the NM operational platform.

3.1 FB559 - NOP Flight plan message submission

- CR_033676 NOP - Flight Plan Message Submission
- CR_033982 Access to IFPS messages via the NOP.
- CR_039151 Delegated Access Administration for Flights

3.2 FB698 - ATFCM Domain Improvements

- CR_025309 Regulation Editor, Auto populate Regulation Identifier based upon Traffic Volume ID and simple unambiguous rule
- CR_039125 Occupancy query access from the traffic volume id of the NID display
- CR_039126 Present the "After load situation in the load display
- CR_039209 Network Impact Assessment for regulations – Implementation

3.3 FB699 - Airport OPS Improvements

- CR_037417 SID name DCT shall be accepted
- CR_037418 Improve display of "Optimal TTOT of T-DPI-s"
- CR_037421 Send FUM before EOBT – 3hrs in case AA before that
- CR_037422 Accept T-DPI-s earlier than TOBT-40

3.4 FB707 - DLA Delegation

- CR_033539 File DLA/ on behalf of AO based upon DPI data fields

3.5 FB710 Flights Pushed into Closed Area

- CR_038806: Visibility of Flight Last Validity Time (in FB710: Flights Pushed into a closed area)
- CR_038806] Profile Validity Information in CHMI/NOP

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3.6 Testing of the CHMI

3.6.1 For a NM-managed PC

- (1) No registration is required.
- (2) The CHMI will be pushed on the PC between the 29/08/2015 and 08/09/2015 (cf NM Release Notes for the most up-to-date dates). Please note, as of 14/09/2015 08:00 UTC that the shortcut on the desktop will be available in the start menu.
- (3) As from the 14/09/2015 (10:00 UTC), to use the CHMI-OPT, please navigate through the Windows Start menu and launch: Start→All Programs→NM Applications→Test Access→OPSTEST-CHMI-11.5.4 via Extranet
- (4) Read carefully the warning message ("You have selected the OPSTEST SATI shortcut [...]") and type "Y" and ENTER-key if you agree.
- (5) A second warning pop-up message will be displayed ("This CHMI version is for TEST and TRAINING purposes [...]"). Click "Continue" if you agree.

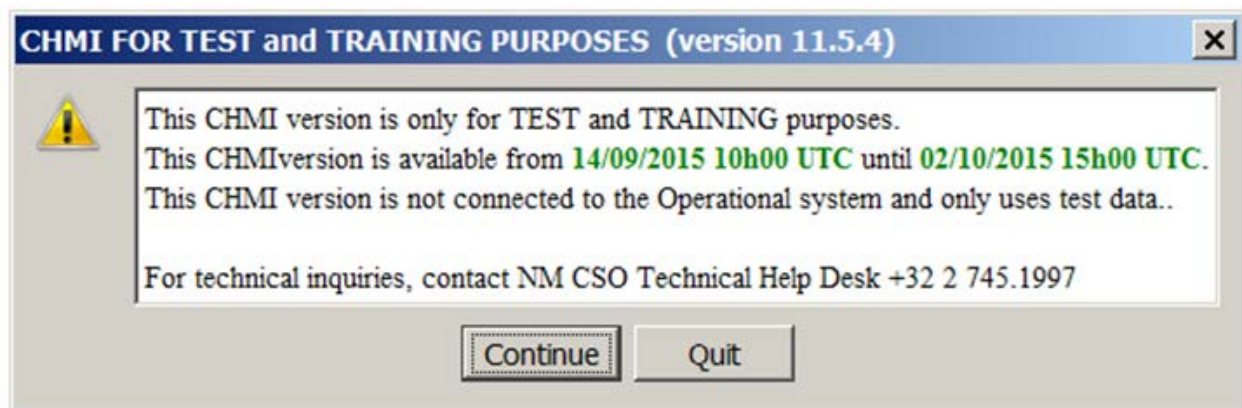


Figure 1: Second warning message

- (6) Log-in with your userID and token.
- (7) After a successful authentication, you will be connected to the OPT environment.

3.6.2 For a non NM-managed PC

- (1) No registration is required.
- (2) You need to install the CHMI first; installation documentation will be available **as from the 03/09/2015 at 10:00 UTC:**
http://www.nm.eurocontrol.int/chmi_appsoft/CHMI/11.5.4/chmiaoinst11.5.4.pdf
- (3) Download and installation can be done as from the **03/09/2015 at 10:00 UTC** but access to the CHMI-OPT will be available only as from the 14/09/2015 (10:00 UTC).
- (4) As from the 14/09/2015 (10:00 UTC), access to the CHMI-OPT will be done via:
 - a) For Windows7 64 bits c:\Program Files (x86)\Eurocontrol\NM Applications\11.5.4\bin\chmi\run_CHMI_11.5.4_via_testasc.bat
 - b) For Windows7 32 bits: c:\Program Files\Eurocontrol\NM Applications\11.5.4\bin\chmi\run_CHMI_11.5.4_via_testasc.bat
- (5) Read carefully the warning message ("You have selected the OPSTEST SATI shortcut [...]") and type "Y" and ENTER-key if you agree.
- (6) Log-in with your userID and token.
- (7) After a successful authentication, you will be connected to the OPT environment.

3.6.3 Check of the environment (OPT/OPS) used by the CHMI

- (1) To ensure that you are connected to the CHMI-OPT environment, check the "SAT_I" reference in the ATFCM Information window and in the CHMI title bar.

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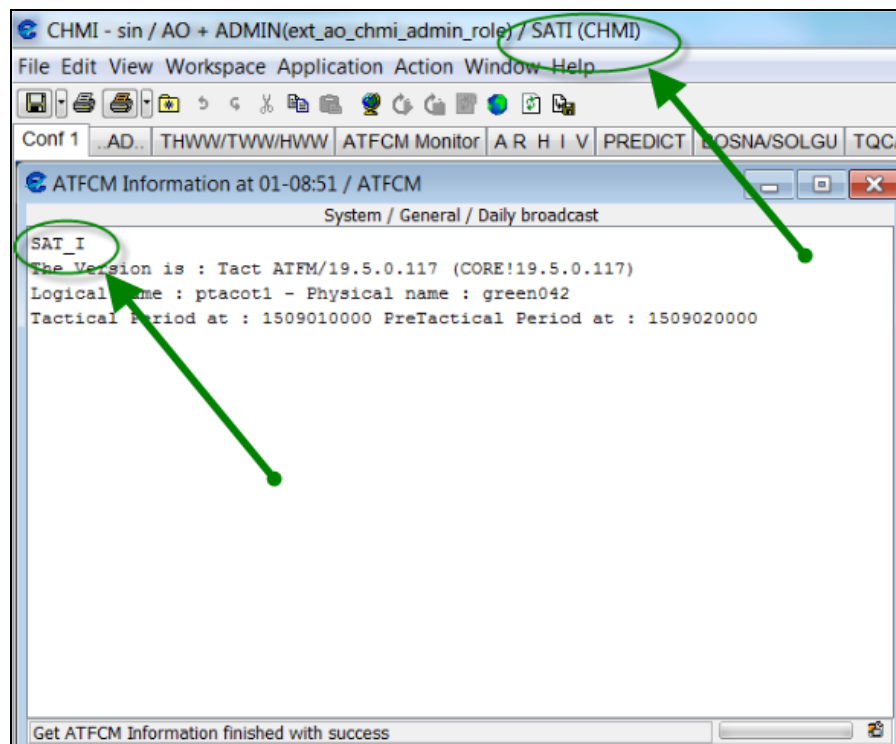


Figure 2: CHMI in OPT environment

3.7 Testing of the NOP Portal

- (1) No registration is required.
- (2) As from the 14/09/2015 (10:00 UTC), please use the following URL to test the NOP Portal-OPT:
<https://www.testa.nm.eurocontrol.int/PORTAL/gateway/spec/index.html>
- (3) Log-in with your userID and token.
- (4) After a successful authentication, you will be connected to the OPT environment.
- (5) To ensure that you are connected to the NOP Portal-OPT environment, check the "SAT/I" reference in the top right corner, under Network Headline News;

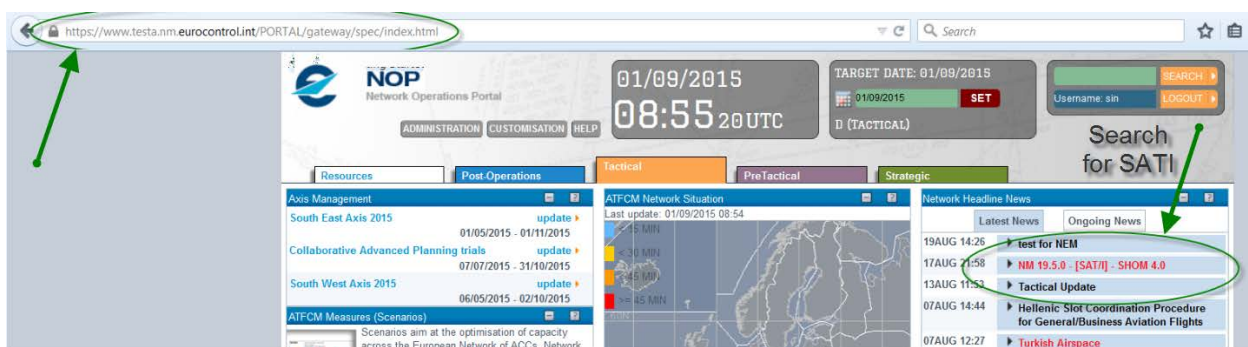


Figure 3: NOP in OPT environment

3.8 Testing of the NM B2B Services

- (1) No registration is required. NM 19.5 B2B Pre-ops platform will be available as from the 24/09/2015.
- (2) Draft documentation for NM19.5 **preops** is already available in a dedicated "NM19.5" folder on the OneSkyTeam web site in the pdf and HTML format:

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(3) <https://ost.eurocontrol.int/sites/B2BWS/Shared%20Documents/Forms/AllItems.aspx>

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1 How to participate

The testing session will take place weekdays from the 14/09/2015 to the ~~02/10/2015~~ 09/10/2015

1.1 Messages exchange

- (1) If you want to receive a message exchange between systems via AFTN or SITA for TACT IFPS please send the following information to nm.opt@eurocontrol.int

- a) Full Name
- b) Company/Organisation
- c) Business Email Address
- d) Phone Number
- e) Token number (like p0abc) (if applicable)
- f) Indicate the address from which you will send messages to the IFPS/ETFMS Test system

Note: If this address is your operational address, then double ORMs will be received for all Operational messages (as these are copied to the IFPS test system). Care should be taken to ensure that the ORMs from the IFPS/ETFMS test system are NOT used operationally.

1.2 Test message exchange on OPT

- (1) Go to the Internet (NM Portal) - Test platform) to connect to IFPUV:
<https://www.public.testa.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>

- (2) The IFPUV is on the lower right hand side of the portal)

Note: depending upon your browser settings the IFPUV application may not appear, particularly if you are using Internet Explorer versions 8 & 9. If this happens you will need to enable 'Compatibility mode', via the 'Tools' tab of your browser, and then re-start your browser session. If this does not resolve the problem please contact the NM Technical Helpdesk at: +32 2 7451997

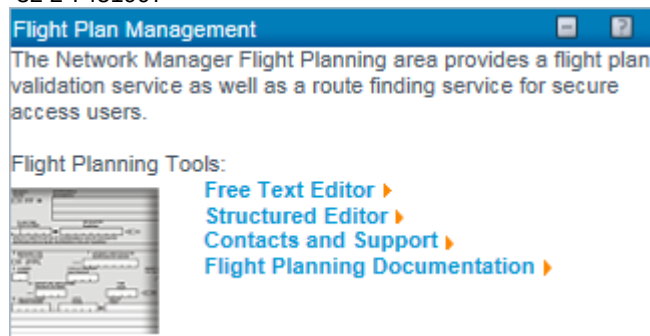


Figure 4: IFPUV in the NOP

- (3) NOP AFTN Address: EUCHZMFV
- (4) NOP SITA Address: BRUEY7X
- (5) OPT participants that wish to communicate with the NM via the AFTN/SITA test platforms must ensure that they communicate to NM the AFTN/SITA test address that will be used to receive messages sent by IFPS/ETFMS.
- (6) Test messages may be sent directly to the Acceptance test systems using the following addresses:

IFPS Test	:	AFTN: EUCHZMFT	SITA: ANREP7X
ETFMS	:	AFTN: EUCHZMTT	SITA: ANREA7X

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2 Participant Configuration & Setup

The settings described below will be automatically maintained over AIRAC cycles and will therefore last until the end of all OPT testing or until otherwise modified in accordance with the registration data provided for a subsequent OPT session.

2.1 Participant Address Data

Participants to the OPT testing sessions can provide, via mail to nm.opt@eurocontrol.int, an indication of:

- a) For flight plan originators (Aircraft Operators, AROs, CFSPs):
 - i) the address from which test flight plans will be sent to IFPS;
 - ii) willingness to receive the resultant ACK, MAN, REJ at the address specified under 1 above;
 - b) For ATC Units:
 - i) the operational unit or entity for which messages are requested to be received e.g. Amsterdam ACC, Brussels TWR, etc.
 - ii) the test address to be used i.e. the test address that IFPS will assign to the unit specified
- (2) Details should be sent via the registration process described.

2.2 Non-NM / External Users (IFPS)

- (1) ANSPs located outside the IFPS area of operations and flight plan originators (Aircraft Operators, Flight Plan Service Providers, and AROs) can participate in the exchange of flight plan data. The only constraint is that the flights must have at least one portion of route within the IFPS area of operations.

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3 OPERATIONAL TESTING (OPT)

- (1) On-line testing via normal networks: using the dedicated NM test platform which will be supported by the SAT test team.
- (2) The OPT test sessions enable the complete suit of messages (FPL, CHG, CNL, DEP, DLA, RQP, RQS, AFP, APL, ACH, ACK, MAN, REJ) to be tested involving both flight plan originators (AOs, AROs, CFSPs) and ATS units (ACCs, UACs, APPs, TWRs, AROs).

3.2 Messages stored within the Test platform

- (1) The test platform is a mirror of the operational platform. The system has a copy of the ops feed however there will be limited manual processing of messages on the test platform so the ops database and the test platform database will not be fully aligned. Since the automatic pass rate is above 90% the Test platform database will still have a high volume of flights. For information on manual processing please see section 6.5.

3.3 Non-EUR Participation

3.3.1 Flight Plan Originators / Aircraft Operators

- (1) Flight Plan originators not normally operating into the IFPS or European region can participate but should be aware of the following:
 - a) flight plans must contain at least one portion of the route within the IFPS area of operation;
 - b) the result of the IFPS processing of each test message is provided via the appropriate ACK, MAN or REJ messages (see the IFPS User Manual for details) and will be returned to the address from which the test message was received.

3.3.2 ANSPs / ATC Units

- (1) An ANSP or ATC Unit located outside the IFPS area of operation can participate to an OPT session however in order to ensure that IFPS will send the resultant message to the unit concerned the test flight plan data must be submitted making use of the 'Re-addressing' feature of IFPS.

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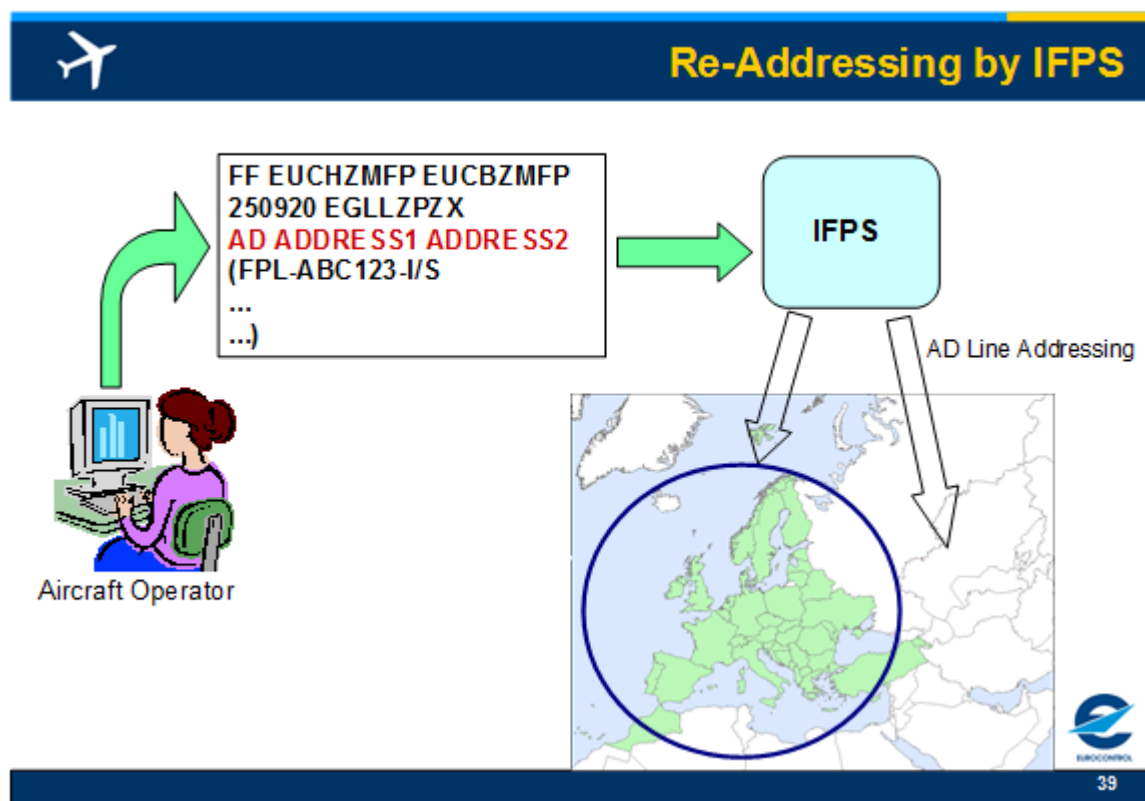


Figure 3: IFPS Re-Addressing Function (AD Line addressing)

For example: If Hong Kong ATC wishes to participate, using the test address 'VHHHZQZT' they should ensure test FPLs are submitted such as;

FF EUCHZMFT ← IFPS test address
 AD VHHHZQZT ← Hong Kong test address provided via re-addressing mechanism
 (FPL-VHH01XX-IS ← callsign using 'XX' to identify it as a test message
 -B744/H-SXDE1GHIJ4J5RWYZ/SB2 ← 'New' format
 -EGLL1125 ← relevant to IFPS
 -N0480F310 BPK7F BPK M185 CLN UL620 ARNEM UP147 RKN UL980
 PENEK UM994 DENKO UN858 OSKUD/N0488F330 UN858 LAVAR UM874
 ASKIL/K0902S1010 B102 UK R11 FV G3 AL B365 BK B923
 GUTAN/K0888S1010 A368 URL G3 AKB A360 NALIK/K0880S1110 A360
 ERULA/K0883S1130 A360 REVKI A460 KCA L888 SADAN Y1 OMBON B330
 POU R473 SIERA
 -VHHH1110 ZGSZ
 -PBN/B2B3B4B5L1D2D3D4 NAV/RNVD1E2A1 EET/EHAA0021 EDVV0041 EDUU0100 EPWW0115
 EYVL0154 UMMV0205 UUWV0228 UWPP0318 UWVW0340 UATT0359 UACC0454 UAAA0538 ZWUQ0633
 ZLHW0732 ZPKM0851 ZGZU0957 VHHK1043
 SEL/ADHJ REG/BHOT)

- (2) To assist with the creation of test messages which are relevant to the ATC unit concerned, it is highly recommended that an ATC unit participates together with its local Aircraft Operators and/or ARO.
- (3) It should however be noted that:
 - a) Flight plans must contain at least one portion of the route within the IFPS area of operation;
 - b) The result of the IFPS processing of each test message is provided via the appropriate ACK, MAN or REJ messages (see the IFPS User Manual for details) and will be returned to the address from which the test message was received. If these messages are not needed or cannot be received this must be indicated via the Registration Form.

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3.4 Test Flight Plans Identification

- (1) Test flight plans should be clearly identifiable so that IFPS Operators and recipient addressees can quickly identify them as such and identify their source.
- (2) It is strongly recommended that the callsign is modified to reflect the test nature of the message and the test participant. The following logic is proposed:

firstly: ICAO three letter designator of the AO or a three letter designator that is not one of the ones already allocated by ICAO (see ICAO Doc 8585) for an ATS participant (ARO)

followed by : a two digit reference number

followed by : the letters 'XX'

E.g.

DLH01XX 01st test FPL from Lufthansa

DDW14XX 14th test FPL from ARO Bremen

- (3) By following this rule test messages should not accidentally associate to either operational messages copied from the operational system or to other test messages.

3.5 Test Purpose Indication

- (1) It is highly recommended that an indication is made in Field 18 of the feature being tested e.g. RMK/PBN TEST or RMK/ SYNTAX TEST. This will assist the Test Team, who will be monitoring the invalid queue of messages, to know whether a particular error may be integral to the test or whether it is irrelevant to the test and could therefore be manually corrected.

3.6 Manual Message Processing

- (1) The IFPS test system will not be manned to the same level as the operational system. SAT Testers will give priority to the treatment of test messages, identified by the call sign.
- (2) SAT Testers will reject the message when an error is encountered which is considered to be the main purpose of the test but will correct any other errors considered to be incidental. In this way the originator of the message can 'see' the system reaction through the error message received.
- (3) It should be noted that IFPO correction logic will, therefore, not be the same as under operational conditions. Telephone co-ordination will not normally be initiated and more manual rejections will result.

3.7 IFPS Output

- (1) The distribution of messages by IFPS (ACK, MAN, REJ to flight plan originators and FPL, CHG, etc. messages to ATC units) shall be limited to those having indicated their willingness to participate in the testing through completion of the registration process.
- (2) Participants shall consider all messages that carry the IFPS test address (EUCHZMFT) as originator as having a non-operational status.

3.8 Support during OPT Sessions

- (1) Test participants may contact the SAT Testers (Test Team) during a test session for assistance when needed. As the Test Team may be very busy participants are encouraged to resolve their issues and only contact the Test Team as a last resort, for example, when several corrections and re-submissions fail to provide the desired result. If you find an issue you cannot resolve the please contact the SAT team via Gerard.mulholland@eurocontrol.int

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3.9 Contacts during the OPT

- (1) **Technical issues during the OPT:**
During the OPT, if you have technical issues, please contact the NM Customer Service Desk and System Operation (CSO).
Please mention that your issue concerns the OPT environment.
a) Telephone: +32 2 745 19 97
b) Fax: +32 2 729 90 23
c) eMail: NM.cso.help-desk@eurocontrol.int
- (2) **Any other testing issues related queries and requests:**
a) System Acceptance Test Manager: Gerard Mulholland
b) E-Mail: nm.opt@eurocontrol.int
c) Telephone: +32 2 729 97 85

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4 Documentation

NM Release Notes

<http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/release-deployment/nm-release-notes-current.pdf>

ATFCM Users Manual

<http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/atfcm-users-manual-current.pdf>

ATFCM Operating Procedures for FMP

<http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/atfcm-ops-procedures-fmp-current.pdf>

NM B2B documentation

<https://ost.eurocontrol.int/sites/B2BWS/default.aspx>

CCAMS User Manual

<http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ccams-user-manual-current.pdf>

IFPS Users Manual

<http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ifps-users-manual-current.pdf>

Flight Plan guide:

<https://contentzone.eurocontrol.int/fpl/default.aspx>

IFPS Users Manual (annex) Generated errors

<http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ifps-annex-generated-errors-current.pdf>

Web version:

<https://contentzone.eurocontrol.int/fpl/errorSearch.aspx>

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5 Suggested Scenarios

- (1) The following scenarios are not exhaustive and are designed to give you a starting point from which to test the new functionality contained in the upcoming release.

Functionality	Description	Test
FB559 NOP Flight plan message submission - CR_033676 NOP - Flight Plan Message Submission - CR_033982 Access to IFPS messages via the NOP. - CR_039151 Delegated Access Administration for Flights		
NOP Users with an ANU ID shall be able to submit flight plans to IFPS using the Free Text or Structured editor.	- NOP Users (AO, Handling Agent, ARO) with an ANU are able to submit a flight plan, as well as NMOC (IFPS Operator/Supervisor). - NOP authenticated users (Protected Portal) that have access to flight plan submission but that don't have an ANU Id defined, have the submit action greyed-out and a message explaining why the submission is not allowed for them. - Prior to submission: The system launches a (re)validation (IFPUV) of the flight plan, and perform submission only if: no error is returned or errors are returned, but at least one of them is marked as requiring special handling If the type of flight is IFR_VFR or VFR_IFR, a warning message is displayed the user about the	File a FPL via the FREE TEXT Window FPL is Valid ACK received

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	addressing responsibility of the VFR part of the flight: "It is the responsibility of the flight plan message submitter to address flight plans and associated flight plan messages for the VFR portions of mixed IFR/VFR flights, entering, over flying or departing the IFPS zone (IFPZ)." - The result of the submission is displayed to the user: In case of success, the ACK message is displayed In case of failure, the errors are displayed In case of queued flight (requires manual processing from an IFPS operator), the message returned by IFPS is displayed	
NOP Users with an ANU ID shall be able to submit flight plans to IFPS using the Free Text or Structured editor.	- NOP Users (AO, Handling Agent, ARO) with an ANU are able to submit a flight plan, as well as NMOC (IFPS Operator/Supervisor). - NOP authenticated users (Protected Portal) that have access to flight plan submission but that don't have an ANU Id defined, have the submit action greyed-out and a message explaining why the submission is not allowed for them. - Prior to submission: The system launches a (re)validation (IFPUV) of the flight plan, and perform submission only if: no error is returned	File a FPL via the Structured window FPL is Valid ACK received

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	or errors are returned, but at least one of them is marked as requiring special handling If the type of flight is IFR_VFR or VFR_IFR, a warning message is displayed the user about the addressing responsibility of the VFR part of the flight: "It is the responsibility of the flight plan message submitter to address flight plans and associated flight plan messages for the VFR portions of mixed IFR/VFR flights, entering, over flying or departing the IFPS zone (IFPZ)." - The result of the submission is displayed to the user: In case of success, the ACK message is displayed In case of failure, the errors are displayed In case of queued flight (requires manual processing from an IFPS operator), the message returned by IFPS is displayed	
Users shall be able to view the Flight Plan stored in IFPS in ICAO, ADEXP or in a structured way.	Users may want to control the content of their submitted flight plan.	Each flight plan can be viewed in one of the following format: - ICAO - ADEXP - Structured

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Users shall be able to view the Flight Plan history for Flight Plans stored in IFPS	Give access to the history of transmitted messages and their details, including the ACK data.	Address : list of addresses The flight plan history contains the transmit events from/to IFPS. The following information is displayed for each event: 1. Event Type 2. At : Date and Time (initial sorting ascendant) 3. Checkpoint 4. Mode 5. msgIn 6. msgOut
Aircraft Operators shall be able to define their business partners and the delegated access they receive for the management of the AO flights.	Delegated Access in Flight Plan Management allows aircraft operators to decide which users can manage their flight plans . The Aircraft Operators need to be able to communicate this information to NM systems. - In order to manage delegations, the AO has to: • play the AO Admin role • have an ANU Id defined - Business partners that can receive delegations are of type: • AO (Aircraft Operator) • HDLA (Handling Agent) • CFSP (Computerized Flight Service Provider)	When an Aircraft Operator has defined delegated access, only users that belong to organisations that have received a delegation can perform FPL management operations, except in the following cases: - The flight plan operator as well as the flight plan originator are always authorised to act on a flight plan. - Users that are exempted from delegated access can perform operations for which they are exempted - In absence of access delegation defined by an Aircraft Operator, the default rule applies.

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	- Access can be delegated for the following use cases: • File Flight Plan • Update Flight • Delay Flight • Cancel Flight	
Flight plan management operations shall be restricted to users that have been authorised to do so by the AO that operates the flight.	As of today, when a flight plan is being managed, there is no verification performed to check that the updater/submitter actually belongs to the aircraft operator, or any other organisation acting on behalf of the aircraft operator.	Access has to be restricted based on the Aircraft Operator's delegated access definition.
ATM Actors shall be exempted from being restricted to perform operations on flight plans.	ATM Actors may have to act on flight plans on behalf of the aircraft operator.	PORTAL and B2B users that belong to NMOC or an FMP (according to their role) can manage flight plans without explicit delegation.
Flight plans that belong to Aircraft Operators that didn't define delegation shall be manageable by users that have access to flight plan management, without restriction.	When a flight plan is received from AFTN/SITA by NM systems, there is no verification performed to check that the updater/submitter actually belongs to the aircraft operator's organisation, or any other organisation acting on behalf of the aircraft operator. Together with the introduction of the delegated access functionality, EUROCONTROL introduces the	Flight plans belonging to Aircraft Operators for which the default rule applies are manageable by any user having access to flight plan management functionalities

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	possibilities for Aircraft Operators to enforce access control to their flight plans data in NM systems (B2B & B2C). Aircraft operators are not obliged to define delegation. In that case, no verification is performed on their flights.	
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FB699 – Airport OPS Improvement

- CR_037417 SID name DCT shall be accepted
- CR_037418 Improve display of "Optimal TTOT of T-DPI-s"
- CR_037421 Send FUM before EOBT – 3hrs in case AA before that
- CR_037422 Accept T-DPI-s earlier than TOBT-40

It shall be possible to indicate a DCT from a TWR of a CDM airport in the SID field of a DPI message.	ETFMS automatically selects a SID value from the flight profile. However, there are cases when flights receive a DCT clearance from TWR and therefore no SID will be flown, but the selected SID value will be used by ETFMS in the flight profile calculation. By accepting a DCT value in the SID field, ETFMS will be able to calculate an improved flight profile that is accordance with the clearance of the TWR. Small airports are more likely to fly DCT. Therefore, the importance of	The DPI message containing "DCT" in the SID field must be treated as valid in ETFMS
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	this requirement will increase as more smaller airports will exchange departure information with NMOC. The acceptance of a DCT value in the SID field will translate into improved flight profiles and improved traffic counts.	
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The CDM status-field of a flight shall be updated to 'pre-sequenced' when a T-DPI-s message is accepted.	A REA T-DPI-s or Optimal TTOT of T-DPI-s is a T-DPI-s (for a regulated flight) of which TTOT is before STW (so usually TTOT < STW). Such a T-DPI-s gives a flight the status REAdy for Direct Improvement. Flow controllers will use this minimum TTOT to decide how far a CTOT could be advanced. In this case, the flight usually keeps the CDMstatus 'targeted'. Changing the CDMstatus to pre-sequenced would reflect more accurately the current operational status and attention would be drawn to the flight for the flow controllers to look for a CTOT improvement. After the T-DPI-s is accepted, the CDM column will show "Cs" (and not "Ct" as it shows today).	After the T-DPI-s is accepted, the CDM column will show "Cs" (and not "Ct" as it shows today).
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The first FUM for a flight shall be sent to the ADES as early as possible, either as soon as it is reported as airborne or at least 3 hours before the estimated landing time.	The main purpose of a FUM is to provide an airport of destination with the estimated landing time (ELDT) of a flight. The provision of the FUM is independent of the flight status. FUMs are only provided today 3hrs before ELDT. For a long-haul flight (e.g. departing from Singapore) the first FUM is sent only at ELDT - 3hrs. An earlier availability of the ELDT for inbound flights will allow for the optimisation of operations, planning and resource management at the airport. Advance notice of departure of long-haul flights can optimise the arrival sequence at the airports. Non-CDM airports can also benefit from improved data quality in arrival systems. Improved integration of airports within the network.	The first FUM message for a flight of more than 3 hours flying time (the FUM was previously sent at ELDT - 3 hours) is sent when the flight is reported airborne. In the absence of being reported airborne the first FUM will be sent for a flight 3 hours before the estimated landing time.
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A T-DPI-s message shall be accepted up to 90 minutes before the ETFMS EOBT of a regulated flight, or up to 100 minutes before for a non-regulated flight.	Some airports are sequencing flights at the reception of the very first flight plan. This may already start at 3hrs before EOBT. At that time the TSAT and the corresponding TTOT may still be rather inaccurate and for this reason it was decided in the past that a T-DPI-s shall not be sent	For a regulated flight the T-DPI-s will be accepted 85 minutes plus the slot tolerance window of 5 minutes, i.e. 90 minutes before the ETFMS EOBT For a non-regulated flight the T-DPI-s will be accepted 85 minutes plus the departure tolerance window of 15 minutes, i.e. 100
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	until the pre-departure sequence is rather stable, which is considered to start at TOBT-40min. However, during special circumstances the airport may already know well in advance that there will be significant start-up delays well before TOBT-40min. ETFMS can't reflect this information until the T-DPI-s is accepted. Extending the time before the ETFMS EOBT that the T-DPI-s is accepted allows the flights delay to be reflected earlier in ETFMS.	minutes before the EOBT. When a T-DPI-s message is sent to ETFMS too early then ETFMS will send an ERR message with an ATFM comment indicating that the filing time was not acceptable. .
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FB707 DLA Delegation

- CR_033539 File DLA/ on behalf of AO based upon DPI data fields

NMOC shall file a DLA on behalf of an AO based on received DPI field (TOBT) for departures from CDM Airports that raise discrepancies between TOBT and EOBT	AOs want the option to have the DLA automatically filed by NMOC for flights departing from CDM airports. This reduces the workload for the AOs. Also, in this way the delay will be communicated more quickly to the other stakeholders and consistency is ensured between the NMOC data in ETFMS and the data received via IFPS.	This functionality should ensure a service level comparable to the one associated with the current filing of the DLA done by the AO directly. Test Examples: <CDM:15 EBBR:5 LFPG:0> For this AO, by default, all CDM airports are DLA-delegated with 15 minutes, except EBBR which is 5 minutes, and LFPG which is disabled. <CDM:0 EHAM:15>
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		For this AO, by default, no DLA delegation, but at EHAM, delegation when more than 15 minutes difference. The text will be interpreted by ETFMS and used to control the delegation behaviour.

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FB710 Flights Pushed into Closed Area

- **CR_038806: Visibility of Flight Last Validity Time (in FB710: Flights Pushed into a closed area)**
- **CR_038806] Profile Validity Information in CHMI/NOP**

Scenario 1 for FMP (applicable all days during the OPT sessions)

- a) FMP monitors flights under your area of responsibility.
- b) FMP visualizes the New CTOT Limit (CL) column in the flight list.
- c) FMP checks that several of the possible values are presented in the new column:
 - i) "V" if the CTOT has been limited to avoid violations.
 - ii) "X" if the CTOT has been limited to avoid violations and additional Zero rate / RVR constraints.
 - iii) "f" if the flight has been manually forced.
 - iv) "s" if the flight has been forced as part of a STAM measure.
 - v) " " (empty) if the CTOT has not been limited.
- d) FMP checks that the field is presented in the Flight Data Display under the 'Time' frame.

Scenario 1 for AO (applicable all days during the OPT sessions)

- a) AO monitors flights under your responsibility.
- b) AO visualizes the New CTOT Limit (CL) column in the flight list.
- c) AO checks that several of the possible values are presented:
 - i) "V" if the CTOT has been limited to avoid violations.
 - ii) "X" if the CTOT has been limited to avoid violations and additional Zero rate / RVR constraints.
 - iii) "f" if the flight has been manually forced.
 - iv) "s" if the flight has been forced as part of a STAM measure.
 - v) " " (empty) if the CTOT has not been limited.
- d) AO checks that the field is presented in the Flight Data Display under the 'Time' frame.

Scenario 3 for FMP/AO (applicable 11th/12th August and 3rd/4th September from 1000 to 1600 Brussels local time)

- a) FMP/AO monitors flights under their responsibility.
- b) FMP/AO contacts NM (see section 3.8 Support during OPT Sessions).
- c) FMP/AO coordinates with NM the creation of a scenario in order to get several types of CTOT limitation.
- d) FMP/AO visualizes the New CTOT Limit (CL) column in the flight list.
- e) FMP checks that several of the possible values are presented in the new column:

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- i) "V" if the CTOT has been limited to avoid violations.
- ii) "X" if the CTOT has been limited to avoid violations and additional Zero rate / RVR constraints.
- iii) "f" if the flight has been manually forced.
- iv) "s" if the flight has been forced as part of a STAM measure.
- v) " " (empty) if the CTOT has not been limited.
- f) FMP checks that the field is presented in the Flight Data Display under the 'Time' frame.

FB710 Present Flight Plan Last EOBT Validity

Scenario 1 for AO (applicable all days during the OPT sessions)

- a) Monitor flights under your area of responsibility.
- b) Visualize the New Last Validity (LV) column in the flight list.
- c) Check that the last validity time field is populated:
 - i) + (if the validity presented is 4h - the system does not scan validity further).
 - ii) < (if the validity time is exactly the one presented and is lower than 4h).
 - iii) ?.. (if the validity has not been computed for the flight).
- d) Send a DLA message with an EOBT AFTER the last Validity.
- e) The flight plan shall be rejected after a (MAN)